

Amendments to the Claims:

Please cancel claims 1 to 6 as presented in the underlying International Application No. PCT/EP2004/013364 without prejudice.

Please add the following new claims as indicated in the listing of claims below.

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1 to 6 (canceled).

Claim 7 (new): A method for carrying out a braking process, in order to reduce a jolt to a vehicle as a result of pitching movements when a stationary state is reached, the method comprising:

 reducing a deceleration variable describing a desired vehicle deceleration when a driving state of the vehicle during the braking process meets a first state condition; and

 increasing the deceleration variable again when the driving state of the vehicle meets a second state condition;

 at least one of the first state condition and the second state condition being a function of a front axle compression travel and/or the rear axle compression travel.

Claim 8 (new): The method as claimed in claim 7 wherein at least one of the first state condition and the second state condition are a function of a longitudinal velocity of the vehicle at a time of a start of the braking process.

Claim 9 (new): The method as claimed in claim 7 wherein at least one of the first state condition and the second state condition are a function of a requested deceleration variable.

Claim 10 (new): The method as claimed in claim 7 further comprising determining if at least one of the first state condition and the second state condition has been met by reference to a

predefined characteristic diagram.

Claim 11 (new): The method as claimed in claim 7 wherein the reduction in the deceleration variable when the first state condition is met is carried out in such a way that the deceleration variable has a continuous profile or a profile differentiable over time.

Claim 12 (new): A device for carrying out a braking process in order to reduce a jolt to a vehicle as a result of pitching movements when a stationary state is reached comprising:

deceleration determining means for determining a deceleration variable describing a desired vehicle deceleration, the deceleration determining means reducing the deceleration variable when a driving state of the vehicle during the braking process meets a first state condition and increasing the deceleration variable again when the driving state of the vehicle meets a second state condition; and

a compression travel sensor array for sensing a front axle compression travel and/or rear axle compression travel and transmitting a front axle compression travel signal and/or a rear axle compression travel signal for checking the first state condition and/or the second state condition to the deceleration determining means.

Claim 13 (new): A device for carrying out a braking process in order to reduce a jolt to a vehicle as a result of pitching movements when a stationary state is reached comprising:

a deceleration determiner for determining a deceleration variable describing a desired vehicle deceleration, the deceleration determiner reducing the deceleration variable when a driving state of the vehicle during the braking process meets a first state condition and increasing the deceleration variable again when the driving state of the vehicle meets a second state condition; and

a compression travel sensor array for sensing a front axle compression travel and/or rear axle compression travel and transmitting a front axle compression travel signal and/or a rear axle compression travel signal for checking the first state condition and/or the second state condition to the deceleration determiner.